V.S.C.C. (LEICS SECTION)

CRANKS

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EDITORIAL.

After a rather prolongued delay, a further edition of "Cranks" appears. This has been due, in no small measure, to lack of feature articles, and, without apologies for labouring the point, we must once again stress that feature articles from you, the readers, must be forthcoming to make the magazine interesting and varied in character. An extremely limited number of people have, so far, contributed reading matter - and without question, everyone, yes EVERYONE, is able to contribute something, no matter how small and apparently uninteresting. YOU submit the articles, and we, the Editors, will decide whether it wants rewriting, correcting, and whether we can use it. The answer is probably, "Yes". Let us hope that by now you "lackadaisical" types are "wearing the cap", and will shake yourselves out of this attitude of mind that "I haven't time" or "Someone else will do it" - of course you can find time, if you are prepared to make the effort - and just presume that someone else will not do it - they probably won't anyway! Within a Section of our type, it is all too frequent to see the "few" carry the entire burden - we don't get paid for it you know, in fact it costs us money, and we are not kidding either - let us now hope that the "many" will have had a touch of conscience, and will rapidly put pen to paper.

You will have observed from the recent circular, that a few changes took place on the Committee at the A.G.M. in October, and one of our new Officials, Rawcliffe Brook, is a contributor to this issue.

We have secured permission from the "Autocar", "Motor Sport", and "The Motor", (also proprietors of the now defunct "Light Car",) to publish re-prints of pre-war road tests, technical articles, reports of major sporting events, etc., that have appeared in these journals, and the Editors can cover most items from their own private collections. The first one appears in this issue, and we consider most appropriately

to be the "Motor Sport" Road Test of the Frazer Nash Interceptor O.H.V., (Reg. No. PG 7028) which for some years now has been owned and raced by local member Vaughan Skirrow. If any members have any particular requests within the scope of these features, would they please make their requests known to either of the Joint Editors.

COMPETITION CORNER.

Bulcote Concours and Driving Tests - 22nd. May.

This "shambles" of an affair was supported by Stan Charity (Swift), John Holyoak (Bull Nose Morris), Ken Wilson (Bull Nose Morris), Peter Woodley (Aston Martin), and "Doc" Harris (Frazer Nash). Jack Retter (Aston Martin) and Ken Higgs (Frazer Nash) acted as judges in the Concours, and after "Doc" Harris elected to withdraw his 'Nash from this section of the proceedings, this left a clear way for the judges to place Ken Wilson 1st., Peter Woodley 2nd., and the Brown Brothers (Austin Heavy 12) 3rd. In the "Driving Tests" Retter came second-in a borrowed car too!

Appleby-Frodingham Concours - 3 rd. June.

The highlight of this event was the performance of one Mr. Dod! His antics certainly appeared to amuse both competitors and spectators alike. Stan Charity, Ken Wilson, Ron Slatcher, Ken Higgs, Bob Ryott, Joe Woodhouse (his first, and probably last, appearance as a married man), and Peter Woodley competed - Peter obtaining the Second Award.

Derby Vintage Motor Club Concours - 5th. June.

Once again, J.A.R. and K.R.H. were asked to do the "honours" of judging, with Brian Bransom and Ian Smith adding moral support. After much poking and prying around the motor cars, they awarded the highest placing to the Brown Brothers Austin (a much improved car since the Bulcote event,) with Alsop's D Type Vauxhall 2nd., and Joe Woodhouse and Stan Charity tieing for 3rd. place. A most enjoyable evening this, at the "Malt Shovel".

Leicestershire Section Concours - 13th. June.

A somewhat disappointing turn out in numbers, if not in quality. Judges Geoffrey Duce, Harry Rohll, and Neville Farquhar made it Peter Woodley (Aston Martin), Ken Wilson (Morris) and Rawcliffe Brook (Rolls Royce), in that order. Peter Woodley therefore became the first holder (for 12 months) of the "Leicestershire Trophy". In addition, plaques for permanent retention were awarded to all three winners.

Oulton Park Race Meeting - 24th. June.

Ken Higgs got his ex Aldington car to the line in the "'Nash Bash" at last, along with Vaughan Skirrow. Harry Rohll, one of our judges at the Blaby Concours was a Steward, and Bill Minchin (Aston Martin) was running in a couple of events. Higgs ('Nash) and Retter (Aston Martin) were also entered in the Concours - without success, naturally. As always, this was a most excellent day.

Silverstone Race Meeting - 22nd. July.

Jack Retter just managed to reach the line in Event 4 with his Aston with minutes to spare, after much work by himself and David Skinner had cured an over-oiling fault that had occurred during practice. Final running-in of new bearings had only been completed during the journey to the circuit that morning. An oiled plug on the line which he failed to clear, ruined any chance of success. Ken Higgs did very well with his two team mates to score 3rd. place in the Relay Race, after sorting out cylinder head troubles during the morning. Bill Minchin ran in two events, but was over handicapped. Harold Halkyard (Mercedes) dropped a valve with dire results - it will be a year before the car is mobile again, and Vaughan Skirrow had his first outing at the wheel of Murray's E.R.A. R1A.

Abbey Park Concours and Display of Historic Racing Cars - 8th. August.

In spite of appalling weather, this display was very well supported by the public, and it seems that we shall be invited to show again next year. One very brave entrant had motored his Alvis all the way from Gloucester - without hood! Great interest was aroused by the Historic Racing Cars, which included such makes as Riley, Frazer Nash, Aston Martin, and H.R.G./Lea Francis. Regrettably, Sandy Murray's E.R.A. could not be brought along in time. Arthur Bridgwood's delightfully restored Bull Nose Morris won the Concours, with second and third places being taken by John Holyoak (Morris) and Peter Woodley (Aston Martin) respectively. Terry Greer very professionally judged the entries, and the awards were presented at the County Arms that evening. We are indebted to Ken Higgs and Brian Bransom for their efforts at organising this show.

Prescott Hill Climb - 27th. August.

The usual most enjoyable Prescott weather with W. Hyslop driving Murray's E.R.A., and Vaughan Skirrow gaining 2nd. fastest Vintage in the 1500 c.c. Sports Car Class with his Frazer Nash in 53.02 secs.

Madresfield Concours and Driving Tests - 10th. September.

Peter Woodley excelled again by winning the Concours at this event - no mean achievement when one considers that the opposition included Wheatley's magnificent 4½ litre Bentley. (The one he restored in "Restoration of Vintage and Thoroughbred Cars" with Brian Morgan. Woodley, along with Michael Johnson (Fiat) and Jack Retter (Aston Martin) made up a team entry, but without overall success. Retter had the undistinguished privilege of achieving the fastest time in the slow section of the Slow/Fast Test! But "Doc" Harris was a close second...!

Clubmans' Championship, Silverstone - 7th. October.

Bill Minchin achieved a creditable 9th. place in the 7 lap Vintage Handicap over the full Grand Prix circuit. Jack Retter's entry was unfortunately sent in after the event was fully subscribed, so he will have to wait until next year.

Eastern Rally - 5th. November.

Brian Branson (Riley Lynx), Michael Johnson (Fiat), Jack Retter (Riley Kestrel-Sprite), "Doc" Harris (Frazer Nash), Vaughan Skirrow (Frazer Nash) and M.T. Foster (Lagonda), were the local entrants in this event. Brian, navigated by Ken Higgs, did very well indeed to win a First Class Award in this, his first competitive Club event; and Jack Retter secured a Second Class Award with the Riley, the Aston having gone "sick" the day before. John Lovell occupied the "danger seat" and they oiled a plug, and lost the rear bumper on a "blind" hump backed bridge on the road section. John certainly earned his tea afterwards!

Silverstone Driving Tests - 9th. December.

Ian Smith (Derby V.M.C.) won a First Class Award in his delightful "Hipbath" Gwynne 8 with Rover front axle, Jowett rear axle, and Wolseley Hornet gearbox - we understand it has a Gwynne engine, chassis and body, with a wonderfully Heath Robinson wiring system. The last we saw of Ian was on the forecourt of a filling-station outside Towcester with the gear selector removed! "Doc" Harris (Frazer Nash) secured a Second Class Award with his usual brilliant driving, and Vaughan Skirrow and Jack Retter (Riley Kestrel-Sprite) were also competing, but did not figure amongst the awards.

Our commisserations to Bill Minchin at being "pipped" on the post by "dark horse" Dick Scates in the Peter Sims Trophy. Bill appeared to be "sitting pretty" for this award, but the winning of the Eastern Rally, worth 23 points, by Scates, completely reversed the tables. Better luck this year!

We should also like to place on record the outstanding success of Peter Woodley with his 1930 Aston Martin International in Concours events last year. Out of 8 events entered, he secured awards in 7 of them - an extremely fine achievement, and a credit to Peter's restoration and maintainance of this car. We wonder if he will achieve similar results with the ex Whittington 2 litre supercharged O.M. that he is currently rebuilding?

LOCAL VINTAGINGS.

John Lovell has recently become the owner of a 1930 Aston-Martin International, which he will gradually rebuild over the next year or so????? He has certainly set himself a monumental task.

The S.S. 100 that Jack Clay was hankering over, has turned out to be a Land Rover.

A 1922 3 Litre Bentley James Young Tourer, is the new purchase of Pat Green. The car is being extensively restored, and this task will take about a year.

Weddings - Alan Fifer, Terry Beadnell, and Hazel Smith to Owen Franks - have married during the past few months - congratulations to them all.

Dick Whelband is becoming Veteran minded. He has his sights trained on a 1914 Vulcan, which resides at Francis Motors.

David Skinner's Aston has been roadworthy again since September, but as David will agree, he has had numerous teething troubles since. We may see him at the wheel of an Austin Chummy later in the year.

Tony Merrick has just bought the ex Richards' single-seater White J4 M.G., so we shall probably see him around the circuits this year, on what we think will be his initial debut in racing.

Ron Slatcher has a new urge - Vintage Motor Cycles. Does this mean that the "Nippy" will go?

We hear that our Vice-Chairman has bought his wife a new longer dipstick for her car - it is believed that the old one would not reach the oil.....!

Bob Ryott now has his Austin 7 motoring, in addition to the Galloway.

Geoff. Moore has added a Lancia Lambda to his stable, which is believed to be a sixth series - so now the Railton must go - any buyers?

Michael Skinner, the junior half of senior's Aston, has just bought a 1929, or is it 1932 2 seater Singer. Can someone please put him wise, as it is rather important to him as to whether the car is eligible for membership or not?

MY TWENTY ROLLS.,

by C. R. Brook.

I bought my 1925 Rolls 20 Barker 2 seater tourer, type GOK 3 in June 1959 from a well known motoring historian-cum-dealer whose exaggeration of the cars he sells is no less colourful than the character himself

Suffice it to say that after completing the deal I had barely driven the car more than a couple of miles on the homeward journey before I realised that things were far worse than I even faintly suspected.

The previous owner, an elderly retired gentleman, had spent all his working life with Rolls Royce and during the last war was actively engaged on Merlin engine production. This I took to be a good recommendation - who wouldn't? But it soon became obvious that he can have had no mechanical sensitivities whatsoever, because, although superficially the car appeared to be quite reasonable, it could never have had any attention for many years.

All the running gear, brakes, shock absorbers, steering gear, etc., were so stiff through lack of lubrication as to be virtually inoperative. All this notwithstanding it is impossible to describe the tremendous feeling of exhileration experienced when driving behind the Silver Lady mascot; the unique whine of the indirects, and the undistinguished purposeful hiss of the Rolls Royce carburetter at full bore.

I started the restoration the wrong way round - I could not possibly have tackled the mechanical side of things with the body looking so bad. The first job therefore was to remove all the old paint which looked as though it had been laid on with a trowel, not only on the body itself but on all the plated parts as well - lamps, windscreen pillars, bonnet catches, radiator shutters, wheel hubs, etc., etc..

It is impossible, I know, to disguise the fact that the car has been hand painted, but the result, though nothing like the standard of other Club Members' cars, will just have to do, for the time being at least.

All the bright parts were replated and the radiator (pure nickel silver), repolished. The original honeycomb was found to be irreparably blocked and had to be replaced by specialist repairers with a modern foil type matrix. None I think but the purist would object to this modification, because, as with say silencers, an authentic second hand replacement is unlikely to be any better than the original.

When all the original parts had been fitted back to the car, the windscreen re-glazed, and other sundry repairs made to the body-work in

general, the result boosted my enthusiasm to further efforts without which encouragement the more difficult mechanical restoration could never have progressed as far as it already has.

Metallurgists in those days clearly never realised the devastating electrochemical effect that aluminium and ferrous metals have upon one another, to the detriment of the former, when bolted together. If they had, much of the extensive body-rot might have been avoided. As it was, large areas of the aluminium mudguards in contact with the iron wing stays, had to be repaired with glassfibre, and the brake back plates, also aluminium, renewed.

Re-wiring was tackled next, this job proving almost impossible. All the cables on a Rolls run through small bore conduit and armoured flexible hose, except that is, at two of the most vulnerable places on the chassis, viz; at the foot of the scuttle exposed to road dirt and oil fog, and between the front dumbirons. At these two places in particular, the wires were invariably perished; hence the yards of red flex and bathroom light switches one usually encounters on a vintage Rolls.

There are many similar design features, some dating back to 1907, such as the method of attachment of the undertray, and the fact that the brake drums cannot be removed without first dismantling the hubs, which seems ludicrous, but I suppose that with the introduction of the owner-driver chassis, if one was fool enough to want to do these jobs for oneself then you had to put up with them, or at least be discouraged from so doing.

All the engine accessories and bulkhead fittings were next removed for examination. Most of these were found to be completely worn out and had to be renewed, thus dispelling the popular misconception, which I myself once believed, that these cars never wear out. They do. Mine had.....!

I fancy that the legendary durability of Rolls Royces was built up around the earlier chauffeur driven Ghosts and Phantom I. models, which being always regularly serviced, had an indefinite life.

It is better, I believe, to judge a car on its own merits, rather than on its number of owners, history, or originality. A good many Rolls have come from their original owners in a poor state due to loss of interest or deliberate neglect, once the car came to be regarded as near the end of its service. Unpredictable snags however rarely occur and the main structures of the car are such that the total life is, in fact, indefinite.

The magneto, dynamo, and carburetter were sent to Rolls for reconditioning; the first having deteriorated through lack of use, the dynamo because it would not charge, and the carburetter (15 m.p.g.) - obviously deranged.

Needless to say, on their return, all these items required further adjustment, which all goes to show that the standards of an enthusiastic amateur are still higher than R.R. professionalism.

The magneto is, in my own view, an absolute abortion. There must have been a number of other contemporary makes better than the Watford so fitted. The cam ring has such abrupt lifts on it, that the noise of the contacts snapping open and shut, is plainly audible inside the car, and could not be suffered for long except as a standby ignition system in case of failure of the battery and coil - perhaps that was intended!

I next tried to tailor a new hood, failed miserably, and had to have the job done outside.

Two years had now passed and I still did not seem to have a serviceable car that I could use. For one thing, it soon became evident that the engine would have to be overhauled; I could not stop it overheating, and the petrol and oil consumption were prohibitive.

I suppose I am as mechanically minded as most, but due to the severe limitations of space and time, I considered that the engine overhaul was too complicated for a simple amateur, and could result in irreparable damage from the connoisseur's point of view, if so attempted.

I do envy and admire those people who can pick up a car of their choice for maybe £50, and are then able to carry out successfully all their repair work unaided; but recognising my own capabilities in this respect, I decided to have the engine overhauled by a dedicated Rolls Royce expert.

The cylinder block and cooling system were cleared of almost a bucketful of scale, (hence the overheating,) new piston rings - 5 per piston, valves, springs, etc., fitted, and all mains, big and little ends taken up and/or renewed. A new starter ring gear had to be fitted, the clutch relined and the oil pump refaced.

This done, I now get 21 m.p.g. petrol, and 1000 m.p.g. oil, which is normal. The sump capacity, one gallon only, seems scarcely adequate for so large an engine. The lubrication system is, however, very thorough; everything is literally bathed in oil. A separate oil feed, under pressure, to the gudgeon pins, takes care of the bores, and this, together with the fact that there are no scraper rings, probably

accounts for the horrible mixture of what looks like coalslack and sump oil on the piston crowns of all vintage Rolls Royces.

Compression must, however, be adequate, because the motor will start under the right conditions "on the switch" in the best Rolls Royce tradition.

So far, only the front axle, brakes and wheel bearings have been restored, the only replacements necessary being the aforementioned aluminium back plates. The steering is now satisfactory - it is practically unheard of for any Rolls, however old to need any replacement to the steering mechanism, or, for that matter, to the shackle pins either. As witness to this fact there is no track rod end or steering box adjustment, or any other means of taking up wear in the whole assembly. The king pins (original???) are however due for renewal.

Rebuilding the shock absorbers, fitting a new exhaust system, overhauling the starter, and its associated pinion engagement mechanism, (it has its own clutch to reduce the shock of the meshing of the pinion and ring gear teeth,) and sundry other detailed work brings the restoration up to date. All the transmission aft of the gearbox has yet to be done, all this being scheduled for this coming winter.

Rolls Royces are by no means the easiest of cars to work on; although assembled like any other car from nuts and bolts, there is a much greater variety, and many more of them - each, no matter how small, with its own flat washer, spring washer, castellated nut, and cotter pin: these latter by the way, are always twisted through 90° so that the ends lie around the nut and not across it! I fail to see much to commend Royce's idea of using square headed bolts in so great a profusion...! Nevertheless, when it is seen how beautifully detailed everything is - obviously aircraft inspired, (????? Ed) the restoration assumes the importance of a sacred trust, and one is urged to complete the task.

I suppose that up to now it must have cost already as much as the market price of a good specimen, but the outlay has been spread over three years, and I do know the condition of every part as far as I have gone.

GOK 3 is the second Rolls that I have owned; the first, during the war years, being a 1924, 3 speed, rear braked Barker Saloon. My fluctuating fortunes at that time did not even permit me to license it...! So the only pleasure I ever had from it was to listen to the motor running in the garage using petrol discreetly syphoned from my father's car.

I wish I had it now, because the three speed Twenty is quite rare, and when it was first introduced in 1922, Royce, writing a description in the "Autocar", claimed 52 b.h.p. at 3000 r.p.m., and an ability to run on paraffin! This incidentally, is the one and only time that the power output of any Rolls, before or since, has ever been publicly declared.

Despite this monumental innefficiency, driving a Twenty Rolls is nothing like so tedious as might be supposed, because it will cruise quite happily at 48-50 m.p.h. (max. 63) without any sign of stress, and the light accurate high-geared steering ($1\frac{1}{2}$ turns from lock to lock,) and general balance of the car as a whole, more than compensates for any lack of speed and/or acceleration.

Moreover, new parts, although expensive, are still readily available, and one is not, therefore, dependant on scrap yards or One-Make Registers for the "unobtainable" spare.

MORE LOCAL VINTAGINGS.

We hear that the Woodley Aston, our most successful Concours car this year, is likely to be entered in the High Speed Trial at Silverstone next Spring - if someone can bring pressure to bear on Audrey, perhaps Dick Whelband could be persuaded to enter his car in the Relay Race next July, and so make up a team of local Astons.

The Retter Riley has gearbox trouble - it must have been the strain of all those Driving Tests at Silverstone in December! Its owner has learnt all sorts of interesting things recently about annulus trains, busbars, brake bands and toggle action!

10 YEAR TESTS.

A really excellent and understanding garage, which will undertake tests "While you wait" has been discovered, and is to be heartily recommended to members. It is - Jones' Garage, Cropston (Telephone - Anstey 2363). A number of members have already made use of this establishment, and Mr. I. Jones, the proprietor, has boosted our morale somewhat by suggesting that our cars are the best he has tested! Needless to say, we have had no failures!

STOP PRESS.

The Film Show in March will include "1961 V.S.C.C. Racing", "Tribute to Fangio", a collection of pre-war Brooklands newsreels that the Club has had prepared, and a short cartoon.

THE 1½ LITRE FRAZER-NASH.

A Sports Car Possessing Impressive Characteristics.

Never since the first Frazer-Nash car was produced, has the firm made anything but sports cars, and some special racing machines. Such a policy is bound to produce a vehicle of remarkable performance, and the competition successes of this marque have shown how well its makers understand the requirements of the really hard driver.

Among the first appearances of the Frazer-Nash in important competitions was the Boulogne meeting of 1923, when the maker's team won the Pickett Cup in the Boulogne Grand Prix, and was the only team to finish intact. Having shown the efficiency of this type of chain driven chassis, the seasons following were occupied in experimenting to find the most suitable engine for use in their production cars. This resulted in the adoption of the 1½ litre four-cylinder side valve engine, the latest edition of which is now available in all models, alternatively with the o.h.v. engine which has now been fitted for the last two seasons.

During this period, and for some time afterwards, the production was small; but in spite of this they were becoming known for their acceleration and handiness, proof of which was given by Clive Gallop in 1925, when he won the Light Car Grand Prix at Boulogne and set up a new lap record for the course. Development was thence purely a matter of detail refinements, and the elimination of any wear or weakness which the violent treatment of hard-hearted testers could bring to light.

The firm passed through various phases of management, but the guiding principle of the car remained, that is a high power-weight ratio, perfection of handling, and excessive strength of every essential part. This means that many parts, which on a touring car could be made of normal material, must on this chassis be made of very special metals. This naturally increases the cost, but at the same time increases the life and reliability under arduous conditions, out of all proportion to the extra price.

In the older models, in spite of their delightful qualities as a sporting vehicle, there was a certain lack of the refinements and comfort which the pampered motorist of today is always demanding, and it is in this that the latest Frazer-Nash models stand out as different to their more spartan prototypes.

Last year, after a complete re-organisation of the firm on more efficient lines, a new works was built, the lessons of past years consolidated, and the car laid out for production by modern methods.

The demand of owners for detail improvements, previously set aside as of minor importance to the ideal of performance with reliability, was given full attention, and the result is a very remarkable vehicle. All the old qualities of "pep" and roadworthiness are there, and with them a sweetness of performance, thoroughness of equipment, and smartness of appearance, which would make an owner proud of the car in any company.

The model selected for test by "Motor Sport" was the latest o.h.v. "Interceptor", as being the lowest priced model of the range, introduced for this year in answer to the demand for a complete Frazer-Nash, though shorn of some of the unnecessary frills and extras available to the man to whom price is of less importance, and who can obtain from this firm practically any specification or performance he requires.

The actual car we tried was a standard "Interceptor", in engine and other essentials, but whose longer chassis and heavier 3-seater body were those of a demonstration car with 26,000 miles to its credit. Therefore, when considering the performance figures of this car, it must be remembered that the standard model, which is a 2-seater, weighs 3 cwts less, and will thus have an even better performance than the car we tried.

As soon as the car is taken on the road one realises that the acceleration is definitely unusual, and this is very useful under modern traffic conditions, and also putting firmly in place any lad in a "sporting looking" vehicle who thinks he will show off. It may sound rather "young" to indulge in this form of scrapping, bit it is much safer than when two cars of similar speed attempt to "show each other how" on a not-too-safe road, and the delight of getting away from everything with a big margin gives a feeling of satisfaction which makes the most staid of us become quite cheerful again.

After successful acceleration tests against some other cars, we tried some against the watch, and the readings were so unusual that we tried many times to make sure they were accurate.

It might be as well here to mention that this vehicle has 3-speeds, though a 4-speed gear can be fitted as an extra. Those readers not used to a 'Nash may wonder at a sports car with only 3-speeds. Such as we brought up on fast motorcycles should think of the 3-speed close-ratio boxes they used and the performance they got, and they will realise what is meant by a Frazer-Nash not requiring more than 3-speeds for ordinary use.

The standard low gear is 11.6 to 1, though on our particular car it was 11 to 1. One of the beauties of the Frazer-Nash transmission, incidentally, is the way in which any of the gear ratios can be

independently altered to suit any conditions. The normal ratios are 6.5 and 4 to 1 for second and top respectively. Bottom gear sounds high, but we were later to prove that it is quite low enough, while it gives an acceleration figure of 3 2/5 secs. from 10 to 30 m.p.h. This means that over this part of the speed range one has the whip hand over practically anything on wheels, while the fact that on second gear it needs but 5 1/5 secs. from 30 to 50 m.p.h. shows that performance is maintained up the scale. These times were taken with two up and a considerable quantity of equipment, so the acceleration of the standard "Interceptor" with its 11.6 ratio and lighter weight should come below 3 seconds for 10 to 30 m.p.h. Time your own car accurately on the level over this range and you see what happens!

The maximum speed of the car was just over 70 m.p.h. at which speed the engine was running sweetly, and gave the impression that this speed could be held indefinitely. A higher maximum would be possible on a somewhat lower gear, but the car is purposely geared high to give a high cruising speed with the minimum of wear and tear. The gear change, owing to the dog clutch system used, is absolutely foolproof, and when one refers to an ordinary gear box as having an easy change, it is difficult in comparison with a 'Nash. The gear lever can be pulled straight through from gear to gear at any speed without jar or damage, and this gives a tremendous advantage when getting off the mark and running up to full speed.

The steering is exceptional in its accuracy and ease of control, and combined with the car's almost uncanny steadiness on any surface wet or dry, makes the car a delight on a twisting road, and makes the driver feel a part of the machine in a way unsurpassed by anything we have driven. It is high geared, and the fact that only a small movement of the hand is required, however violently one is chucking the car about, coupled with perfect self centreing, makes the longest drive easy.

In addition to high-speed work on main roads we took the car over some of the worst tracks in the Chilterns, and in spite of charging over appalling surfaces we failed to produce any rattles or loosen a single nut. The solid axle, plus the Pirelli tyres, reduced wheelspin to a minimum, and the accuracy with which the car could be directed on any surface showed what a suitable vehicle it is for a stiff trial.

Deciding to test it as drastically as possible we proceeded to the famous Alms Hill near Henley, at present absolutely in the worst condition possible. In addition to its sodden shiny surface, and 1 in 2½ gradient at the "cannons", there was a carpet of wet leaves to catch the rash climber who gets near the summit. The first attempt

without any preparation in the way of tyre-pressures, etc., and without a passenger failed. The tyres were let down a few pounds, the passenger shipped once more, then all out from the start. Taking the bit between its teeth, the 'Nash tore up the lower slopes, breasted the "cannons" at a good 30 m.p.h., shot over the next leaf-strewn stretch on sheer impetus and purred steadily to the top. Maidens Grove and Lewknor seemed absurdly easy after this, the latter being climbed in second gear. Altogether a remarkable sports car for £350, especially when one considers the excellent equipment, which includes Acetex glass and the best that Messrs. Lucas and Smith can supply.

(Reproduced from "Motor Sport" of January, 1931 by kind permission of the proprietors.)

FORTHCOMING EVENTS.

9th. January.	Vintage Quiz.
13th. February.	Brains Trust v Derby Vintage Motor Club.
13th. March.	Film Show.
10th. April.	Lecture by either C.C. Bianchi, who was Jarrott's riding mechanic in the 1904 Paris/Madrid Race, or Bob Gerard.
8th. May.	Proficiency Tests.
12th. June.	Annual Concours d'Elegance.
10th. July.	Barbecue at Hathern.
14th. August.	'Noggin and Natter.

With the exception of the Barbecue, all the above events will be held at the County Arms Hotel, Blaby.

THE BRITISH RACING DRIVERS' CLUB.

9, DOWN STREET.

The Race Organising Committee hope we can again have your help as an Official for the International Trophy Meeting on May 12th, 1962.

If you can attend perhaps you would be kind enough to fill in the form given below.

Telephone Number: GROsvenor 8737/8. Date as Postmark